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COUNTRY Czechoslovakia

REPORT

SUBJECT Miscellaneous Czechoslovak Highway  
and Railroad Data

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report on miscellaneous

Czechoslovak highway and railroad data

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## CZECHOSLOVAK MISCELLANEOUS HIGHWAY AND RAILROAD DATA (C)

## Introduction

In this report are described principal highways and railroads in DRIENOV and the nearby large cities of KOSICE and PRESOV.

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Listed below are the names and geographical as well as the UTM coordinates of locations used throughout this report.

<u>Location</u>	<u>Geographical Coordinates</u>	<u>UTM Coordinates</u>
DRIENOV	N48-52, E21-16	EV-2013
KOSICE	N48-42, E21-15	EV-1997
NITRA	N48-19, E18-05	BU-8355
PRESOV	N49-00, E21-15	EV-1827
ROZNAVA	N48-40, E20-32	DU-6590
SPISSKA NOVA VES	N48-57, E20-34	DV-6821
SALA	N48-09, E17-53	YP-1438
TURNA	N48-36, E20-53	DU-9183
ZILINA	N49-13, E18-44	CV-3555

1. Electrified Railroad Line Connecting ZILINA with SPISSKA NOVA VES

The electrification of this double track railroad line started in 1953 and was completed sometime in 1957.

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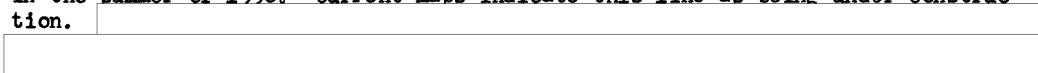
3. Improved Railroad Line and New Railroad Tunnels on the SPISSKA NOVA VES-KOSICE Line



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4. Newly Completed ROZNAVA-TURNA Railroad Line

The new, single-track, railroad line, described in Annex D, was completed in the summer of 1956. Current maps indicate this line as being under construction.



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Annex A

HIGHWAYS IN THE PRESOV-KOSICE AREA

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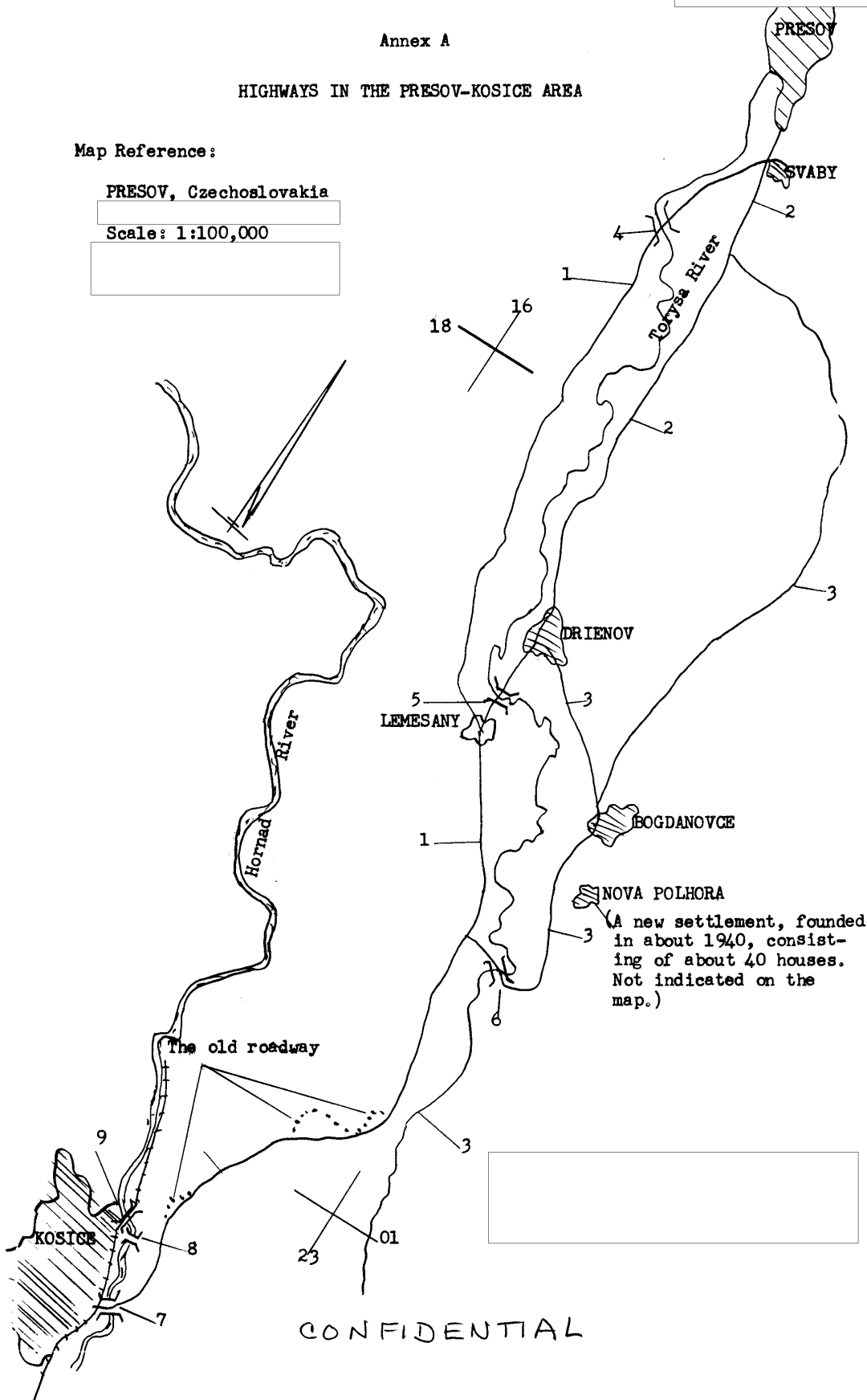
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Map Reference:

PRESOV, Czechoslovakia

Scale: 1:100,000



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Legend to Annex A

1. State highway. This highway was asphalt surfaced, 6 m wide, with 50-cm-earth shoulders on both sides. Adequate drainage ditches were provided on both sides of the highway. Immediate repairs were accomplished as the need arose. This highway was reconstructed in about 1940 over an old gravel road. It was straightened only in several locations, in the vicinity of KOSICE, as indicated on the enclosed overlay by dotted lines.
2. District highway. This highway was rolled gravel surfaced, 4 to 5 m wide; it was in need of repairs. Adequate drainage ditches were provided on both sides of this highway. Rumor had it, that the section of this highway from PRESOV to LEMESANY was to be asphalt surfaced and redesignated as a State Highway.
3. District highway. This highway was rolled gravel surfaced, 4 to 5 m wide; it was in need of repairs. Adequate drainage ditches were provided on both sides of this highway.
- 4 and 5. Steel, pony truss, highway bridges, with one supporting pier in the middle. These bridges were about 6 m wide and 20 m long. Underbridge clearance was about 4 m.
6. Wooden, pile-pier bridge, about 5 m wide and 10 m long.
7. Pony truss, concrete, highway bridge, with one supporting pier in the middle. This bridge was constructed in 1951. It was about 8 m wide and 10 to 15 m long. Underbridge clearance was about 4 m.
8. Pony truss, concrete, highway bridge, with one supporting pier in the middle. It was about 5 m wide, 10 to 15 m long. Underbridge clearance was about 4 m.
9. Steel, bowstring truss, railroad bridge. It was 6 to 8 m wide and 15 to 20 m long. Underbridge clearance was about 4 m.

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Annex B



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NITRA-SALA HIGHWAY

NITRA



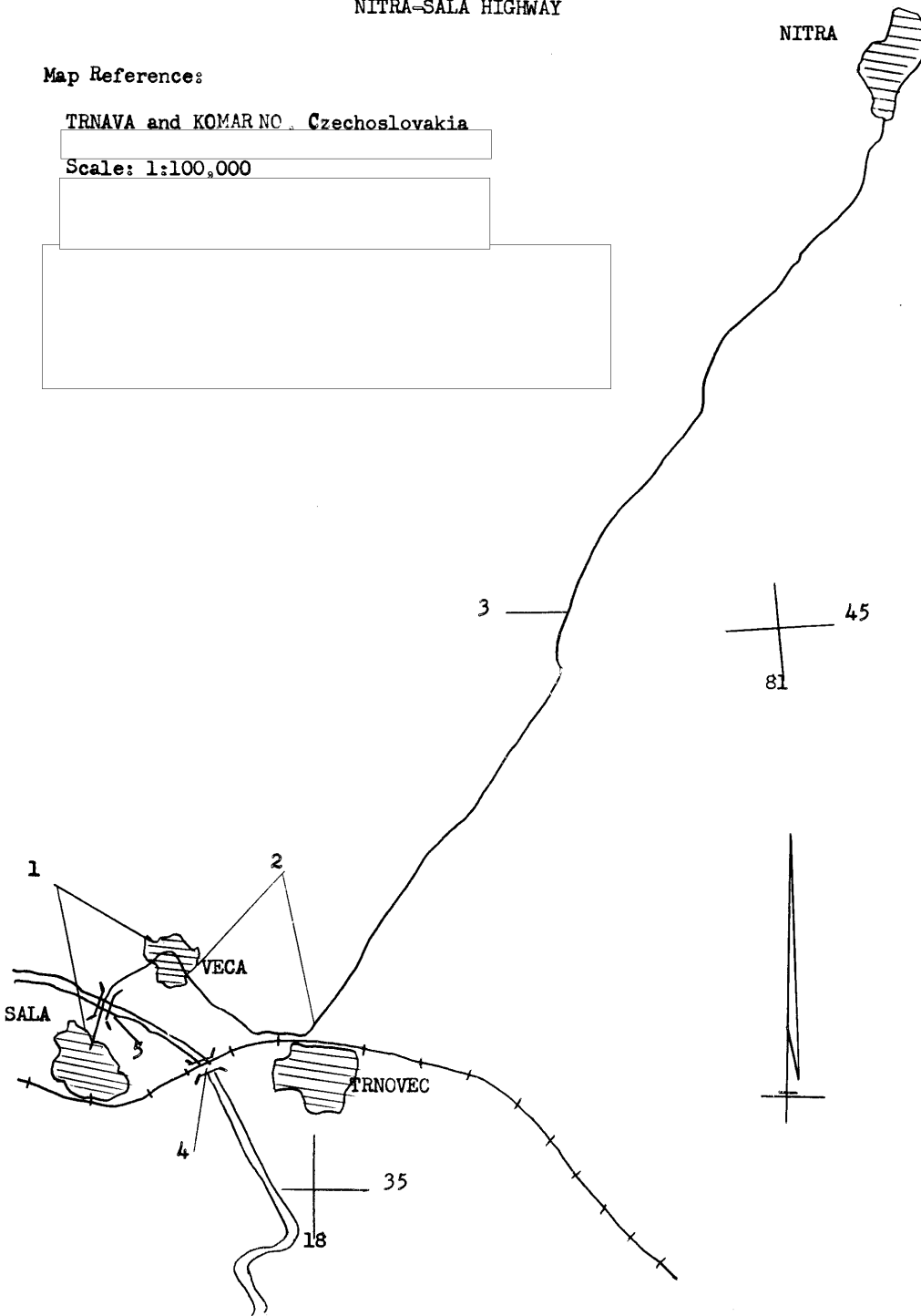
Map Reference:

TRNAVA and KOMARNO, Czechoslovakia

Scale: 1:100,000

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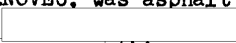
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Legend to Annex B

1. State highway. This highway, connecting SALA with VECA was asphalt covered. It was about 5 m wide, with 50-cm-earth shoulders on both sides. This road was badly in need of repairs. Adequate drainage ditches were provided on both sides of the highway.
2. District highway. This highway, connecting VECA with TRNOVEC, was rolled gravel surfaced, about 5 m wide. It was in fairly good condition.
3. State highway. This highway, connecting NITRA with TRNOVEC, was asphalt covered, about 6 m wide, with 50-cm-earth shoulders.  this stretch of highway was recently resurfaced.
4. Steel, bowstring truss, railroad bridge, over the river Vah. It was about 3 m wide, 10 to 15 m long. Underbridge clearance was about 4 m.
5. Steel, bowstring truss, highway bridge, over the river Vah. It was about 3 m wide, 15 to 20 m long.

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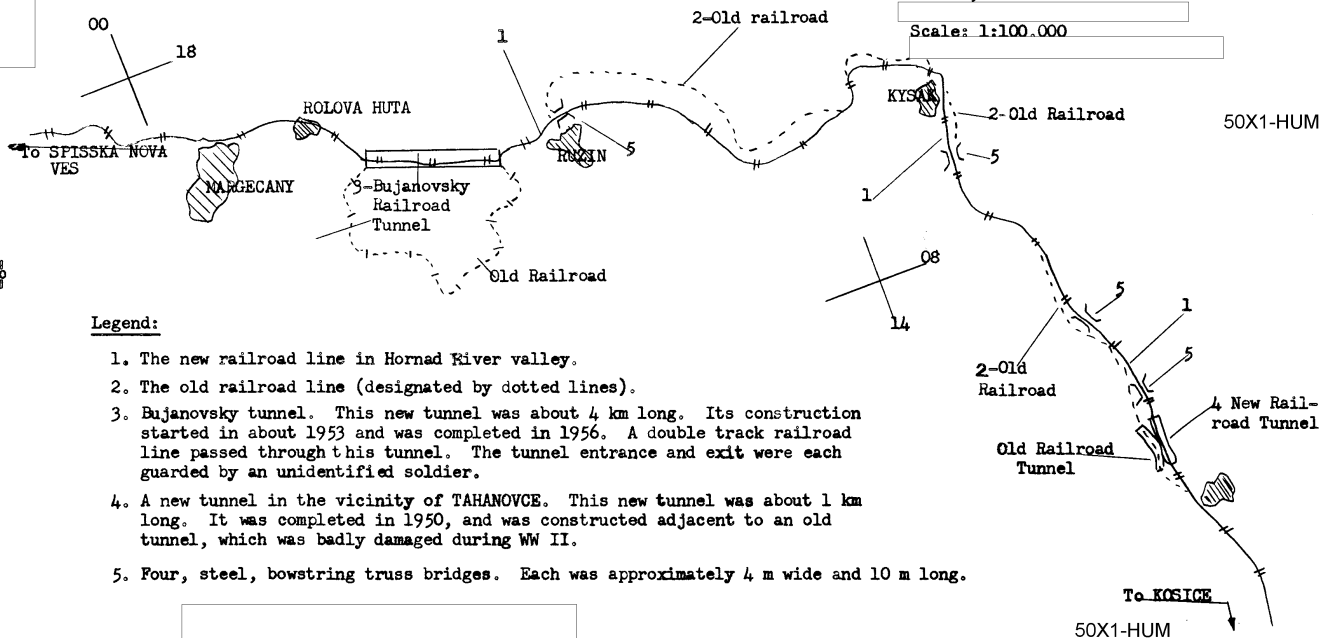
Annex C

NEW RAILROAD TUNNELS AND STRAIGHTENING OF RAILROAD LINE IN THE VICINITY OF MARGECANY AND  
TAHANOVCE, ON THE SPISSKA NOVA VES AND KOSICE LINE

Map Reference:

PRESOV, Czechoslovakia

Scale: 1:100,000



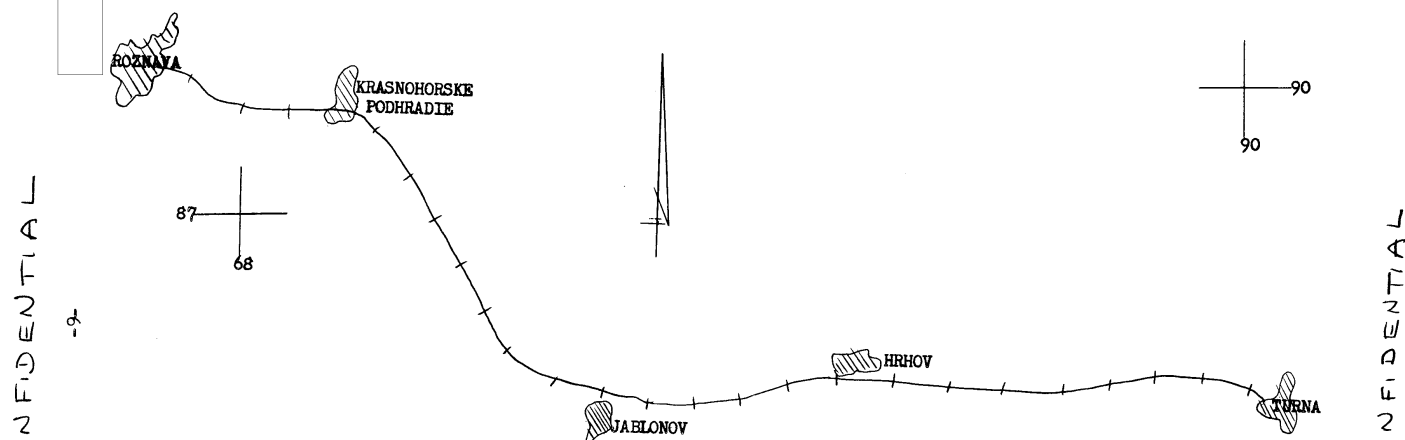
Legend:

1. The new railroad line in Hornad River valley.
2. The old railroad line (designated by dotted lines).
3. Bujanovský tunnel. This new tunnel was about 4 km long. Its construction started in about 1953 and was completed in 1956. A double track railroad line passed through this tunnel. The tunnel entrance and exit were each guarded by an unidentified soldier.
4. A new tunnel in the vicinity of TAHANOVCE. This new tunnel was about 1 km long. It was completed in 1950, and was constructed adjacent to an old tunnel, which was badly damaged during WW II.
5. Four, steel, bowstring truss bridges. Each was approximately 4 m wide and 10 m long.

Annex D

NEWLY COMPLETED ROZNAVA-TURNA RAILROAD LINE

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Note: This new, single-track railroad line was completed in about 1956. Current maps indicated this line as only under construction.

Map Reference:

KOSICE, Czechoslovakia

Scale: 1:100,000

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